

A new tugboat gets ready to set sail

FARMINGTON—"Little Toot," the storybook tugboat will be doing all of his sailing on dry land from now on.

The tugboat is the newest addition to the play area at the Farmington city park.

"Little Toot" was originally a 30 passenger lifeboat on the ship F. J. Must.

It was built on July 1, 1912 by the Great Lakes Engineering Works of Detroit.

The boat has been in Farmington for about six years but nobody has done anything with it until city workers rescued it from the trash pile.

According to David Jones, director of public services, the boat "was kicking around the Floral Park subdivision for a long time."

CITY WORKERS took it from a trash pile in the subdivision and brought it to the park.

However, the children in the park kept dragging it down to the little creek, so the city finally dug a hole and cemented it to the ground.

Then they decided to do something with it.

A city worker, Tony Ramirez, converted it from a lifeboat to a reproduction of "Little Toot" the little tugboat.

Two residents, Susan LaForge and her daughter Sherrie Stoneburgh volunteered to paint the face.

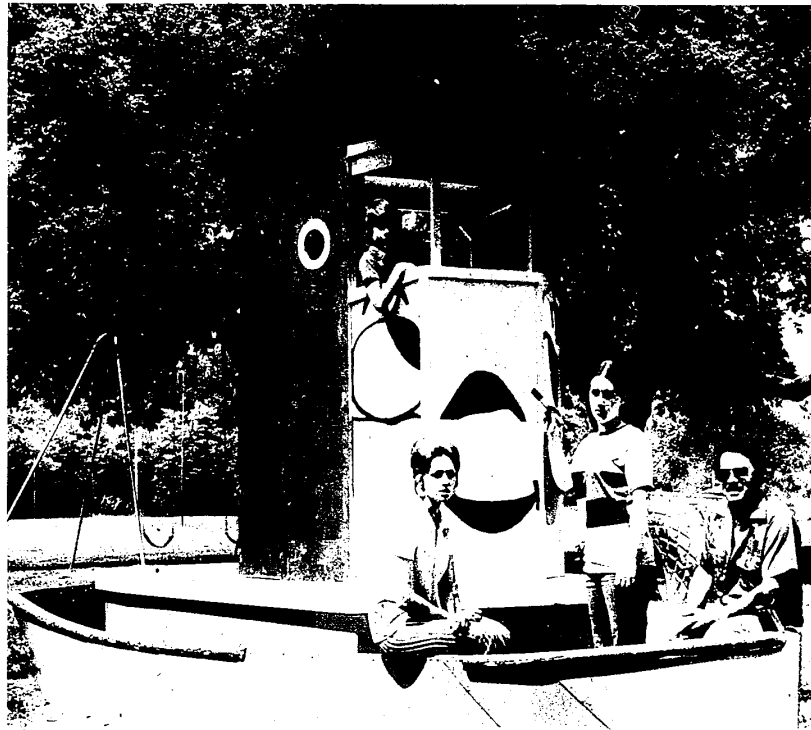
"We have got a 'Little Toot' book that we used when we are working on it," Ramirez said. "We have to be careful to get his coloring and everything right."

"The children would know right away if we had something wrong. That 'Little Toot' is a popular book with the children."

LITTLE TOOT received the finishing touches on his face Thursday.

Ramirez, however is still working to the base of the boat.

Although he has the pilot house done, he still wants to add an anchor, some steps, and improve the base.



Robin Wadlie is in the pilot house of the city tugboat, while (left to right) Susan LaForge and Sherrie Stoneburgh, the artists and Tony Ramirez, the carpenter who built the boat sit in the base. (Evert photo)

Northwestern expressway will be reviewed

By APRIL KORNILLER

The state highway department, under pressure from local residents, will make an unprecedented second study on the environmental impact of the proposed Northwestern freeway project.

The controversial project would reconstruct almost four miles of Northwestern Highway as a limited access freeway from Telegraph Road in Southfield to Orchard Lake Road in West Bloomfield.

Over five miles of new freeway would then be extended northwest from Orchard Lake Road to tie up to the proposed M-275 freeway in Commerce Township.

Many homeowners along the proposed route have objected to the Northwestern freeway plan.

The highway department issued a first draft of an environmental impact statement on the proposed freeway in October, 1973.

THE NEW STUDY will serve as a supplement to the first, and touch on areas either not mentioned or not explored in great depth.

Three basic areas covered by the supplement will be: The effect of the highway on the Village of Franklin, the effect of mile road construction on the area if the highway project was abandoned, and the extent of automobile pollution at the interchanges of the freeway.

The supplemental statement is expected to be released in November or December, according to G. Robert Adams, public hearings executive for the Department of State Highways and Transportation. The decision to

make a second study was announced Aug. 20.

HEARINGS on both reports might be scheduled as early as January, 1975, Adams said.

This will be the first time that the highway department has issued a supplement to a first draft of an environmental impact statement.

The usual procedure is to issue a first draft, hold public hearings on the report and include the public input in the final impact statement.

Adams said the unusual move was brought about by the great amount of public interest in the project, which has been opposed by many homeowners living along the route of the proposed freeway.

MANY FREEWAY opponents criticized the first draft as pro-freeway, and said that the statement ignored other alternatives such as improvement of the mile roads or mass transit.

"Enough people have indicated that they don't think we've done a good job, so we're willing to go back and look at it," the public hearings executive said.

One critic was the village of Franklin. The village council went on the record in January against the conversion of the highway to a freeway.

The Franklin Historical Society also objected to the first draft of the impact statement, saying that it did not analyze what will happen to the historic town if an interchange is constructed at Twelve Mile Road and Franklin Road as proposed.

THEIR ARGUMENT is that increased traffic funneled onto Franklin

Road at that point will necessitate the widening of their main road and will endanger the century-old buildings there.

The issue was not discussed in the first draft because the village does not border directly on the proposed freeway route, Adams said.

"In reviewing the comments that they made, we thought they had a good point," he said.

The environmental impact of alternatives to the freeway will be explored in greater depth than in the first draft, said Adams.

Freeway opponents have long argued for the improvement of local mile roads as an alternative for building the freeway.

THE FIRST DRAFT dismissed that as a viable choice—saying that it would take 150 years to adequately improve those local roads based on the present pace.

Local road systems are built and maintained by the county or city, not the state.

Money from the Northwestern freeway project could not be applied to towards county road construction under present laws, if that project were abandoned.

"We're going to be looking at an alternative that for a variety of reasons seems impractical," said Adams.

Newly-passed federal air pollution requirement will now require a study of pollution levels at the six interchanges along the freeway.

The first draft only analyzed air pollution levels anticipated along the roadway.

"WE WOULD BE perfectly within

approved procedures to just go out and put out the final draft minus the supplement," Adams said.

"But when people are as concerned

about a project, it seems to me that it is the responsibility of government that they have an opportunity to thoroughly discuss the project," he said.

Adams said that a variety of interest groups will be contacted for their views on the freeway impact within the next month.

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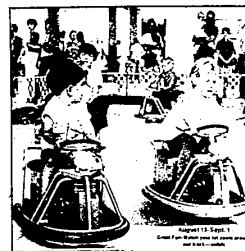
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Loser tops county costs

Country club owner Edward Morey may have lost the Republican nomination in the 25th county commission-

er primary Aug. 6, but he placed first hands down in the amount of dollars he doled out for his unsuccessful campaign.

The 25th county commissioner district includes the southwest quarter of West Bloomfield Township and a section of Farmington Hills between Drake and Orchard Lake Road north of Twelve Mile.

MOREY, who lost to incumbent Republican Patrick M. Nowak by over 600 votes, totaled over \$2,583.53 in campaign expenses during his two and one-half month campaign.

Morey had political flyers printed for \$255, bought a mailing list from the county clerk for another \$184, and spent over \$500 in bulk mailing postage charges.

Billboards cost him \$470 and buttons and bumper stickers \$444.

IN CONTRAST, his campaign disclosure form submitted to the county clerk's office indicates he received

only \$210 in contributions from three supporters. E. H. Rydholm and W. Stafford of Union Lake each gave \$100.

Republican nomination winner Nowak spent \$1498.18 in his campaign for a second term as county commissioner.

The Association to Re-Elect Pat Nowak, County Commissioner, Republican Party spent almost \$900 in the printing and mailing of campaign sheets and over \$500 in local newspaper advertisements.

NOWAK WAS also the biggest contributor to his election committee, giving it a loan of \$1100 on July 26.

John Laffrey Jr. of Detroit was also a large contributor, giving \$400 to the incumbent's campaign.

Sheldon Toll, the only Democrat in the primary, did not have any expenses or receive any contributions, according to a disclosure form he filed with the county clerk.

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